





## INTIMATIONS.

**BROWN, JONES & CO.**  
AMERICAN AND ITALIAN MARBLE  
CROCKERY, CHINA, GLASS, & CEMENT  
HEADSTONES AND COLUMNS.

Prices reduced. Work Promptly Done.  
Satisfaction Guaranteed.

**A. S. WATSON & CO., LIMITED.**  
WINE AND SPIRITS.

We invite attention to the following brands, all of which are of excellent quality and good value for the money.  
The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

**PORTS.** (For quality and general use.)

**CLARETS.**  
A. All Domes, good quality, 12 1/2  
B. Superior, 12 1/2  
C. Fine Old Vintage, 12 1/2  
D. Very Fine Old Vintage, 12 1/2  
E. Extra Superior, 12 1/2

**SHERRIES.**  
A. Delicate Old Dry, 12 1/2  
B. Superior, 12 1/2  
C. Fine Old Vintage, 12 1/2  
D. Very Fine Old Vintage, 12 1/2  
E. Extra Superior, 12 1/2

**CLARETS.**  
A. Superior, 12 1/2  
B. Superior, 12 1/2  
C. Fine Old Vintage, 12 1/2  
D. Very Fine Old Vintage, 12 1/2  
E. Extra Superior, 12 1/2

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the vessels by threats that, if they were

"interfered with, the ship would be set

on fire, as the *Manchou* was in 1890; re-

but their fellow passengers as they pleased.

And there can be but little doubt but that

"the cheapness of travelling by the steamers

"facilitated the rapid movement from place

to place of the instigators of and re-

leaders in the various outbreaks that

"took place at different points in this Yang-

tze valley during the year, and also en-

abled these ruffians to make their escape

from the authorities. Eventually these

"later would appear to have realised this

"for after the occurrence of the Maon

"affair at Chikiang, they were raised into

"making some little show at the different

"ports of searching for bad characters

"amongst the Chinese passengers arriv-

ing and leaving by the steamers

"sufficient, at any rate, to alarm

"the baggage thieves, whose efficiency

"during the period covered by the anti-

"foreign disturbances had risen to an

"outstanding pitch, for at the end of the

"year these gentry were not nearly so re-

"gently heard of. Of course any regu-

"lations to control the passenger traffic to be

"of any practical value would have to be

"made equally applicable to all vessels,

"irrespective of flag, as otherwise they

"would only act as a heavy handicap on

"those ships that had to conform to them,

"in favour of those who had not; and to

"secure this end, the framing of the regu-

"lations would have to be a matter of agree-

"ment between the Governments concerned,

"including the Chinese. The agreement

"between the three great steamship compa-

"nies was renewed early in the present year,

"and the fares were then raised to a reason-

"able rate, but from some cause it has been

"reduced, and presumably the fare of rates

"recommended includes the fares for passen-

"gers. If so the necessity pointed out

"by Mr. Foin will again exist. The

"same evil was experienced lately here

"in Hongkong in 1878, when this competition

"on the Canton river led to the reduction

"of the steamboat passenger fares to a nomi-

"nal rate and as there was then no restriction

"on the numbers carried the Colony was

"daily flooded with the rascals of the

"Canton district. The great increase of

"crime which took place at that time was

"largely ascribed to this cause by Governor

"Hassall, but though it was no doubt a

"factor in the case his own reputation as

"the 'merciful man' among the Chinese

"criminals had yet more to do with it.

"Nevertheless there is every reason to believe

"that the traffic created by these nominal

"steamboat fares was on the whole detrimental

"to the Colony without profiting the steam-

"ship companies. The same thing probably

"applies to the various ports of the Yangtze.

"They derive some benefit of course from the

"facilities for cheap travelling, and to some

"extent no doubt trade receives an impulse

"but these advantages are purchased at a

"certain risk and cost that must go far to

"neutralise their value. The disadvantages

"are sufficiently set out in the above extract

from the *Journal of the Asiatic Society*

of London, 1890, and it is not surprising

that the same evil was experienced lately

here in Hongkong in 1878, when this com-

petition on the Canton river led to the re-

duction of the steamboat passenger fares to

a nominal rate and as there was then no

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these advantages are purchased at a cer-

tain risk and cost that must go far to

neutralise their value. The disadvantages

are sufficiently set out in the above ex-

tract from Mr. Foin's report. Needless to

say the rival companies do not profit by

this competition, and judging from re-

marks in some of the trade circles the

merchants are no gainers by the war of

rates. It is to be hoped therefore that

the evils of overhauling on the steam-

ers engaged in this Yangtze trade will

be again remedied by another removal

of agreement between the companies, nei-

ther of which we imagine, can hope or

even wish to ruin the other for fresh

and possibly even more determined op-

position.

There will be a game at Polo at 2.15 p.m.

at Causeway Bay.

There was a practice of the Fire Brigade

at the City Hall yesterday.

The Glen Linn steamer *Beauart* from New

York, left Singapore on the afternoon of

the 7th inst. for this port.

The exemplary fine of \$80 was imposed

by Mr. Hastings yesterday at the Police Court

on the owner of a common gaming house at

33, Dillier Street.

At the Magistrate's yesterday a cook in

the employ of C. Company, Singapore, was

sent to gaol for sixteen days for

stealing 10 lbs. of beef.

A case which had been set down for

hearing at the Supreme Court yesterday had

been postponed owing to the slight indisposi-

tion of His Honor the Chief Justice (Mr. Fielding

Clark).

The *Hongkong*, Canton and Macao Steamboat

Co.'s boat *Hongkong*, left by special order, made

another excursion to Macao (weather per-

mitting) on Sunday next, leaving here at 9 a.m.

and returning from Macao at 9 p.m.

A Madrid telegram to the *Madrid Correio*

dated 2nd inst. says that messieurs is felt

at Morocco that the *La Lina* Indians are

concentrating their squadrons in Morocco

in order to prevent the sole intervention of England.

How many wary inhabitants of this colony

there are who have excoriated the daily

papers for their slanders in the early morning

for offences they respect 'necessarily' as

unavoidable, and who have been carried away

by the testimony of Mr. COMPTON, Her

Majesty's Consul at Wuhu. In his re-

port on the trade of that port for 1881, Mr.

Foin, referring to the need of control over

the native passenger traffic in the steamers

on the Yangtze, owing to the low fares

charged by the competing lines, says:-

"There is a great need of some control be-

ing established over the native passenger

traffic in the steam shipping trading on

the River Yangtze, and of the enforce-

ment of regulations limiting the numbers

to be carried by each vessel, as at present

there being no control of any kind what-

ever each steamer tries to get as many

passengers as possible, and almost in-

variably more are carried than is con-

sistent with safety, and not only that, but

more even than that there can be properly

communicated on board, and should a

casualty, such as a fire on board or a col-

lision, with another vessel, occur, there could

not fail to be enormous loss of life. Apart

from this, however, a danger of another kind







May, Amr. sh., 1,323, Hong

Fishing ship, 3,519, Palmarco, June 28.  
 Treadle Co.  
 Insurance str., 771, Wirth, Jan. 28.  
 T. & J. Kiehl  
 Fishing ship, 1,332, Webb, Jan. 28.  
 T.-Ling Co.  
 n. Jan. str., 596, Miyagi, June 34.  
 Yussan Kaisha  
 Insurance str., 1,619, Pinf., June 21.  
 Brown & Co.  
 n. Jan. str., 1,551, Oshimaru.  
 O. Okio Raimore & Co.  
 Nor. str., 1,856, Ichibara, June 15.  
 n. Jan. str., 1,198, Motoki, June 25.  
 Yusen Kaisha  
 TOKIO MARU  
 n. Porton 26, June, 1892.  
 Fish catch, 40, Wilcox, Nov. 23, 1892.

10, Matheson & Co.  
 British ship, 32, David, D. Fraser  
 Arch str. 2500. Chabul, June 24,  
 1870. Maritimes  
 10, British str., 1,738, Gray, June 11,  
 1871, Carill & Co.  
 Cur. wh., 25, McGinlay, June 19,  
 1871, Samuel & Co.  
 10, Brit. str., 1,588, McCornack, Jan.  
 1872, Carill & Co.  
 B-High ship, 1,300, Mewitt, June 27,  
 1872, Carley & Co.  
 British sh., 1,411, McLennan, Jan. 11,  
 1873, Matheson & Co.  
 HANGSOO, 1873

British bark, 295, Wagner, Mar. 13,  
Rue.  
Gave, British str., 501, Leary, June  
1862.  
British bark, 172, Gerard, Nov. 5,  
Rue.  
Paga, Siamensis, 507, S. Schwanigelow,  
about Agayev.  
1, British str., 1, 1/4, Quill, June 9,  
San Co.  
Atanai, Siam, No. 655, H. Co., Nov. 14,  
de Jeng.  
British barque, 310, August 5  
British str., 619, Fripp, June 20  
New & Co.  
655 Agayev, June 20

England, Siamese bark, 462, Spancor,  
B. M. 462.  
British air, 719, Chandler, June 21.  
China  
Norw. bark, 499, Nilsson, Oct. 14.  
Cor & Co

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THE CHINA SQUADRON

Com. G. A. Alder, at Yokohama  
British bark, 462, Spancor,  
B. M. 462.  
British air, 719, Chandler, June 21.  
China  
Norw. bark, 499, Nilsson, Oct. 14.  
Cor & Co

[illegible]

g. J. Balfour, at Singapore  
 Ensign, 8 guns, 3,500 h.p., Capt. Angus  
 Leitch, at Yokohama  
 gunboat, 6 guns, Lieut.-Comd. Ingram,  
 at Hongkong  
 gunboat, 8 guns, 1,200 h.p., Lieut.-Com.  
 Barrett, at Chinkiang  
 gunboat, 6 guns, 1,200 h.p., Lieut.-Com.  
 K. Ball, at Singapore  
 steel torpedo cruiser, 8 guns, 3,500  
 h.p., Comd. C. L. Barr, at Hongkong

J. B. Hough, at Singapore  
 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838,

FOREIGN MEN OF WAR ON THE  
 TIVA AND JAPAN STATION.  
 Kornelius, Brazilian armiger, Capt.  
 de la Soudrie, at Vialovostok  
 8 arm. corr., 8 guns, Capt. R. D. Hitch-  
 cock, at Kobe  
 Triples, German corvette, Capt. von Fran-  
 kes, at Hong-kong  
 8 arm. corr., Comd. Felix McCurley,  
 Nagasaki  
 French gunboat, 4 guns, Capt. Journot,  
 Saigon  
 Portuguese x-bi, 490 b.p., Lieut. Com.  
 de la Sa, at Macao  
 Russian cruiser, 13 guns, 1,100 b.p.

French gunboat, Lieut. Martel, at  
Yokohama.  
Italian cruiser, 4 guns, 1,100 h.p.,  
Capt. Palermo, at Shanghai.  
Spanish cruiser, 4 guns,  
Lieut. Deaz, at Shanghai.  
Portuguese gunboat, 6 guns, 700 h.p., (Captain  
A. Gomes, at Macao.  
Donatov, Russian cruiser, Capt. Alexan-  
Nagasaki.  
German gunboat, 4 guns, 4,300 h.p., Capt.  
Keller, at Shanghai.  
French gunboat, Capt. Jacquieres,  
Yokohama.  
Russian gunboat, Capt. Filiceff, at

ar, Russian corvette, 7 guns, 1,200 h.p.  
 er, Japanese cruiser, 6 guns, 1,200 h.p.  
 ter, American frigate, Capt. H. B. Seeley,  
 Nagasaki  
 German frigate, Captain Putgar, at  
 Yokohama  
 French g-s-t, Capt. Papin, at Yokohama  
 French g-s-t, Com. Navy, at  
 ar, Russian cruiser, 7 guns, Com. Brandt,  
 Hankow  
 r, Amr. corvette, 6 guns, Capt. J. R.  
 retlett, at Nagasaki  
 ay, Amr. cruise; 6 guns, 1,740 h.p., Com.  
 urber at Hankow  
 ank, Russian cruiser, 9 guns, 253 h.p.,  
 at Zeyso at Vladivostok

m. J. C. Kich, at Nagasaki  
 & Azov, Russian cruiser, C. p. S. Bauer.  
 Nagasaki  
 al, French cruiser, Capt. Pourcet, at  
 span  
 Amr. gunboat, Lieut. Com. <sup>W</sup> R. S.  
 nekonia, at Wu u  
 French gunboat, Lieut. at Hongkong  
 Ostrian, Spanish frigate, Don Carlos  
 galea, at Yokohama  
 minato, Spanish gunboat, at Japan  
 gale, Russian cruiser, 13 guns, Capt. A.  
 uskin, at Shanghai  
 e, German cruiser, Captain Herbing, at  
 ankier

Yokohama  
 phanta, French frigates, Capt. De La Noe,  
 (reisel, at Yokohama  
 a, French cruiser, 15 guns, 557 h.p., Capt.  
 boucans, at Cheloo  
 e, French gunboat, 4 guns, 425 h.p., Capt.  
 onatelle, at Shan-shai  
 Russian cruiser, Capt. Zhdov, at Naga-  
 ski  
 sk, Russian, 4 guns, Com. J. Dobinsky,  
 Vladivostok  
 German gunboat, 2 guns, 310 h.p., Lieut-  
 com. Hellhoff, at Hong-kong  
 at, Russian corvette, 705, Chaulersvik, at  
 Nagasaki  
 Russian gunboat, Capt. G. L. Liron, at

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